





## NEW ADVERTISEMENTS

## NOTICE

UNDER the authority of the Court of Directors I have today given over CHARGE of the Hongkong Branch of the Chartered Bank of India, Australia and China to Mr. T. E. SANSON.

D. W. GILMOUR,  
Acting Manager.  
Hongkong, 23rd May, 1900. [1572]

## WANTED

BY an Old Established Company, an ENGLISHMAN of good address, with Connections among Captains and Chief Officers of Steamers. Good remuneration. Apply by Letter to—

Y. Y. Z.,  
Care of Office of this Paper.  
Hongkong, 24th May, 1900. [1573]

## AT THE PEAK

## TO LET

"THE EYRIE,"  
No. 8, MOUNTAIN VIEW.  
Both Furnished.  
For Terms, apply to—  
R. C. WILCOX,  
8, Beaconsfield Arcade,  
Hongkong, 24th May, 1900. [1574]

## ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of the ZETLAND LODGE will be held at the FREEMASONS' HALL on FRIDAY, the 1st June, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 24th May, 1900. [1575]

## THE SHAMIAN DAIRY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the SHAMIAN DAIRY COMPANY, LIMITED, will be held at Messrs. Jardine, Matheson & Co.'s Office, Canton, on THURSDAY, the 31st May, 1900, at 12 o'clock Noon, when the subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 22nd May, 1900, will be submitted for confirmation as a Special Resolution.

"That the Company be wound up voluntarily and that Mr. U. SPALINGER, of Canton, be and is hereby appointed Liquidator for the purpose of such winding up."  
Dated, Canton, the 22nd May, 1900.  
By Order,  
E. T. BOND,  
Chairman.

1576

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

on MONDAY, the 28th May, 1900, at 2.45 p.m., at No. 3, Ballio, Theresa,  
(The Residence of D. WALKER SMITH, Esq.),  
THE WHOLE OF THE  
HOUSEHOLD FURNITURE,  
Comprising—  
TAPESTRY-COVERED CHAIRS,  
MARINER-MADE OVERMANTLES  
AND CONSOLE TABLE, BRASS, BLACK  
WOOD STAIRS, BRASS, FENDER,  
CLOCK, TAPESTRY AND LACE CURTAINS,  
OIL PAINTINGS, ENGRAVINGS,  
SATSUMA and CLOISONNE  
VASES, &c., &c.

TEAK SIDEROBOARD WITH MIRROR,  
EXTENSION DINING TABLE, MOROCCO-  
COVERED CHAIRS, GLASS AND  
CROCKERY WARE, CUTLERY and  
ELECTRO-WARE, &c., &c.  
IRON BEDSTEADS, TEAK WARD-  
ROBE, MARBLE-TOP WASHSTANDS,  
TOILET TABLES, BOOKCASE, CHEST-  
OF-DRAWERS, CARPETS, RUGS, &c., &c.

A COTTAGE PLANT, in good condition.  
On View from Saturday, the 26th May.  
Catalogue will be issued.  
Terms—As Customary.  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 23rd May, 1900. [1569]

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

on WEDNESDAY, the 30th May, at Noon, at the VICTORIA RECREATION CLUB,  
5 FOUR-OARED BOATS,  
5 DOUBLE SCULLS,  
5 TUBS,  
2 HALF-TUBS,  
2 CANTON FOURS.  
Terms—As Customary.  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 24th May, 1900. [1569]

## THE HONGKONG WEEKLY PRESS will be ready on Saturday and will contain—

Leading Articles—  
The Chinese Emigration Question.  
Overcrowding and the European Population.  
The Inland Waters Opening.  
Szechuan Revisited.  
Supreme Court.  
Sanitary Board.  
The Shooting Affair in the Harbour.  
The Reception of H.M.S. "Terrible" The Fleet.  
The Relief of Mafeking.  
Japanese Safety Matches.  
The Population of Hongkong.  
The Star Ferry Company.  
The Chartered Bank of India, Australia and China.  
Great Eastern & Caledonian Gold Mining Company.  
Correspondence.  
Canton.  
Manila.  
Occasional Notes.  
Hongkong and Fort News.  
Hongkong Volunteer Corps.  
Subscription, \$12 per Annum, payable in advance; postage, 32.  
Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or 51 for three copies Cash.  
Hongkong, 24th May, 1900.

## NEW ADVERTISEMENTS

## THE EQUITABLE

## LIFE ASSURANCE SOCIETY

## OF THE UNITED STATES.

## SURPLUS OVER ALL LIABILITIES

## AMOUNTS TO OVER

## TWELVE MILLIONS STERLING.

This Surplus belongs exclusively to Policy-holders. Paid to Policy-holders during 1899, OVER \$2,022,000 Sterling.

The Policies of the Equitable of the United States secure—

- 1.—A Lucrative Investment.
- 2.—Protection for a Wife.
- 3.—Endowment for Children.
- 4.—Education for Children.
- 5.—Provision for Old Age.

Amounts of Cash Surrenders, Loans, Paid-up Assurance are written in the EQUITABLE'S Policies and Guaranteed.

TO EFFECT ASSURANCES,  
Apply to—

F. KIENE,  
Manager, Hongkong.  
Hongkong, 24th May, 1900. [1571]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"  
Captain Roach, will be despatched for the above ports TO-MORROW, the 25th instant, at 10 A.M.

For Freight or Passage, apply to  
DOUGLAS LAIRRAK & CO.,  
General Managers.  
Hongkong, 23rd May, 1900. [1568]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KANSU,"  
Captain Somerville, will be despatched as above TO-MORROW, the 25th inst.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 23rd May, 1900. [1568]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI AND SHIMONOSEKI.

THE Company's Steamship

"TAIYUAN,"  
Captain Nelson, will be despatched on SUNDAY, the 27th inst., at DARTMOUTH.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 23rd May, 1900. [1561]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"  
having arrived from the above Ports. Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 26th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 23rd May, 1900. [1567]

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAMAKURA MARU,"  
having arrived from the above Ports, consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 30th instant will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notices of same sent to this Office before the 2nd proximo, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.  
Hongkong, 23rd May, 1900. [1570]

## BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business TO-DAY (THURSDAY), the 24th instant, the anniversary of the Birthday of her Gracious Majesty the Queen.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,  
D. W. GILMOUR,  
Acting Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,  
H. M. BEVIS,  
Acting Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,  
GEO. W. F. PLAYFAIR,  
Chief Manager.

For the MERCHANTS BANK OF INDIA, LIMITED,  
JOHN THURBURN,  
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Agents and General Managers,  
L. BERTHOUDGUE,  
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED, Hongkong,  
J. C. BERGENDAHN,  
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, S. CHOH,  
Manager.

For the IMPERIAL BANK OF CHINA, E. W. BUTTER,  
Acting Manager.

For the DEUTSCH-ASIATISCHE BANK, H. SCHOTTLANDER,  
Acting Manager.  
Hongkong, 21st May, 1900. [1541]

## INTIMATIONS

## INSURANCE HOLIDAY.

THE Undermentioned Insurance Offices will be CLOSED for the Transaction of Public Business TO-DAY (THURSDAY), the 24th instant, the anniversary of the Birthday of Her Most Gracious Majesty the Queen.

JARDINE, MATHESON & CO.,  
General Agents,  
CANTON INSURANCE OFFICE, LIMITED,  
General Managers,  
HONGKONG FIRE INSURANCE CO., LD.  
For the UNION INSURANCE SOCIETY OF CANTON, LIMITED,  
W. J. SAUNDERS,  
Secretary.

For the NORTH CHINA INSURANCE CO., LIMITED,  
W. H. PERCIVAL,  
Agent.

For the CHINA TRADERS' INSURANCE COMPANY, LIMITED,  
H. P. WADMAN,  
Acting Secretary.

For the YANGTZE INSURANCE ASSOCIATION, LIMITED,  
SHEWAN TOMES & CO.,  
Agents.

For the CHINA FIRE INSURANCE CO., LD.  
GEO. L. TOMLIN,  
Secretary.  
Hongkong, 22nd May, 1900. [1548]

## VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL on MONDAY, 28th instant, at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.  
Hongkong, 23rd May, 1900. [1555]

## AMERICAN PORTABLE WOODEN HOUSES.

THE Undersigned have been appointed AGENTS, and are prepared to accept orders for a variety of designs.

Particulars on application to—  
WOODS & CO.,  
4, Queen's Road Central.  
Hongkong, 17th April, 1900.

## AUCTIONS.

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator to sell by Public Auction,

For account of the Estates of the Late A. W. Upton and S. B. Terry (deceased),  
TO-MORROW (FRIDAY),  
the 25th inst., at 11 a.m., at their Sales Rooms, 100 House Street.

SUNDY GOODS AND EFFECTS,  
Comprising—  
SUNDY CLOTHING, TRAVELLING BAGS AND TRUNKS, &c., &c.  
Terms—As Usual.

HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 23rd May, 1900. [1558]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Ordnance Store Department to sell by Public Auction,

TO-MORROW (FRIDAY),  
the 25th inst., at 11.30 a.m., at their Sales Rooms, 100 House Street.

One FULLY STOCKED MEDICINE CHEST, containing instruments in addition, suitable for a ship.

And  
A QUANTITY OF SUNDY STORES.  
Terms—As Usual.

HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 23rd May, 1900. [1557]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

FOR ACCOUNT OF THE UNDERSIGNED,  
TO-MORROW (FRIDAY),  
the 25th inst., at Noon, at their Sales Rooms, 100 House Street.

SUNDY HOUSEHOLD FURNITURE,  
Comprising—  
Double IRON BEDSTEAD, TEAKWOOD WARDROBES, CUPBOARDS, TENNA CHAIRS, RUGS, CARPETS, &c., &c.

Also,  
One IRON SAFE, by S. S. LOW, London.  
Terms—As Usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 23rd May, 1900. [1558]

## GOVERNMENT NOTIFICATION.

No. 240.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department on MONDAY, the 28th day of MAY, 1900, at 3 p.m., are published for general information.

By Command,  
F. H. MAY,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 12th May, 1900. [1540]

## PARTICULARS OF THE LOT.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 28th day of MAY, 1900, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of Six Lots of Crown Land at Hong Kong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

By Command,  
F. H. MAY,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 12th May, 1900. [1540]

## BANKS.

## THE BANK OF CHINA &amp; JAPAN, LIMITED.

WORKING CAPITAL over £210,000  
PAID-UP CAPITAL fully £425,000  
RESERVE LIABILITIES OF SHAREHOLDERS £335,000

HEAD OFFICE:  
36, Nicholas Lane, London.

BRANCHES:  
Hongkong, Shanghai, Singapore.

AGENCIES:  
Yokohama, Kobe, Peking, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS:  
The Bank of England and the Capital and Counties Bank, Limited.

General Manager—F. C. BISHOP.

## INTEREST ALLOWED.

On Current Accounts 2 per cent

Fixed Deposits 3 months 4 " "

" 6 " 5 " "

" 12 " 6 " "

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.  
Hongkong, 1st May, 1900. [23]

## THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000  
SUBSCRIBED £1,125,000  
PAID-UP £683,500  
RESERVE FUND £30,000

BANKERS:  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON Current Accounts at the rate of 2 1/2 per annum on the Daily balance.

On Fixed Deposits—

For 12 months 4 1/2 " "

" 6 " 4 " "

" 3 " 3 1/2 " "

J. THURBURN,  
Manager, Hongkong.  
Hongkong, 24th March, 1900. [150]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000  
RESERVE FUND \$11,500,000  
RESERVE LIABILITIES OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
N. A. SIBBS, Esq., Chairman.  
R. SHEWAN, Esq., Deputy Chairman.  
E. COCKE, Esq., J. A. J. HAYMAN, Esq.,  
R. M. GRAY, Esq., R. L. RICHARDSON, Esq.,  
A. HANPT, Esq., P. SUTHER, Esq.,  
Hon J. J. Kewick, H. W. SLADE, Esq.,  
D. Meyer Moses, Esq.

CHIEF MANAGER:  
Hongkong—SIR THOMAS JACKSON.

MANAGER:  
Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTRY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per Cent per Annum on the daily balance.

On Fixed Deposits—

For 3 months, 2 1/2 per cent per Annum.

For 6 months, 3 per cent per Annum.

For 12 months, 4 per cent per Annum.

H. M. BEVIS,  
Acting Chief Manager.  
Hongkong, 8th April, 1900. [1]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
H. M. BEVIS,  
Acting Chief Manager.  
Hongkong, 28th March, 1900. [19]

## THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL £1,000,000  
PAID-UP CAPITAL £324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS:  
CHAN K. SHAN, Esq., J. D. GILLIES, Esq.,  
CHOW T. SHANG, Esq., J. T. LAUREN, Esq.,  
W. F. PLAYFAIR,  
GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed 5 1/2 %

Hongkong, 23rd March, 1899. [19]

## BANKS.

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £300,000  
RESERVE LIABILITIES OF SHAREHOLDERS £300,000  
RESERVE FUND £325,000

INTEREST ALLOWED ON Current Account at the rate of 2 1/2 per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent.

" 6 " 3 1/2 " "

" 3 " 3 " "

T. E. SANSON,  
Acting Manager, Hongkong.  
Hongkong, 23rd May, 1900. [21]

## THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1850.

CAPITAL SUBSCRIBED Yen 24,000,000  
CAPITAL PAID-UP " 18,000,000  
CAPITAL UNPAID " 6,000,000  
RESERVE FUND " 8,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:  
Tokyo, Kobe, Nagasaki,  
London, Lyons, New York,  
San Francisco, Honolulu, Bombay,  
Shanghai, Tientsin, Newchwang.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LIMITED.  
THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent per annum on the daily balance.

On Fixed deposits for 12 months 5 1/2 per annum.

" 6 " 4 1/2 " "

" 3 " 3 1/2 " "

S. CHOH,  
Hongkong Manager.  
Hongkong, 17th April, 1900. [755]

## DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin, Calcutta, Hankow,  
Tientsin, Tientsin (Kiautschow).

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION BANK OF LONDON, LTD.

INTEREST ALLOWED ON Current Account DE



## SPECIAL ARTICLE.

THE GREATEST QUEEN  
IN THE WORLD.

BY MARIE CORELLI.

[COPYRIGHT.]

Show me then whether there be more to come than is past, or more past than is to come!

Such was the prayer of the prophet Esaias in Babylon, to the Angel who was sent from Heaven to instruct him. We, in our generation, may ask the same question to-day, and proffer the same entreaty to the Recording Angel of the world's history—that invisible angel who stands for ever among us, mute but strictly observant. "Show us whether there be more to come than is past—or more past than is to come." For it is difficult to grasp the idea of any more perfect monarch's reign than that of our beloved Queen and Empress—it is well-nigh impossible to imagine a more magnificent Empire than our own, over which this modest, purest and best of women holds her dominion. All the great kingdoms of ancient days fade into insignificance beside the grandeur, the progress, the steadfast pulsing for truth, justice and freedom, which pre-eminently distinguish the British rule—and the power, the brute force, the barbaric ostentation of conquest and egotism of the Roman Caesars vanish like a mist of the marshes when confronted and compared with the one clear light of unselfish goodness in the heart of our "Mother of Nations"—the simple woman who, by pure love and faith, has done more than countless legions of fighting men could ever do for the glory of the country, and has fulfilled a far higher destiny and won a far greater fame than any conqueror who ever ruled by fear. Victoria, whose name is Victory, is and will be for all time unique as the monarch always victorious. She knows nothing of defeat, Victoria is her's by sea and land—victories, not only over territories and peoples, but over barbarous systems of slavery, superstition and prejudice—victories of enlightenment and civilization—victories in science, in discovery, in learning, in education and national advancement—these cluster round her throne and adorn it more brilliantly than the most precious jewels can adorn her Imperial crown. And yet, what has she done? In the eyes of those who admire a sovereign in a sovereign and pompous assertion of power—nothing! Her influence is of that deep and gentle and convincing nature which is felt more than seen, and it extends not only through her own "Happy Isles," but away out to the younger children of her love—those far-off and faithful colonies, springing up in their youthful and splendid vigour to take active part in the grand work of supporting and maintaining, at their highest culmination, the dignity and honour of Great Britain. It is an influence which appeals to the best instincts of all men and all women—the home influence—the mother love. In all our annals we can find no king or queen of England who has been so much and so truly the head of the national home as Queen Victoria. Schemes of personal ambition, self-aggrandisement, treachery, and libertinage, together with callous indifference to the country's welfare, have often debased and darkened the reigns of many of our monarchs, and there is not one to whom we can point with such pride such love and such filial tenderness as the venerable and august Sovereign whom we cherish to-day with a devotion beyond all words, a loyalty exceeding all expression. She is truly the greatest Queen in the world. There has never been one like her, and it is not probable that there ever will be one like her again. "Show me whether there be more to come than is past, or more past than is to come!"

It is a curious fact, but a true one, that there are very few civilized countries where "woman's work" is made such a butt for men's contemptuous ridicule as in England. Yet England is the core and centre of that vast British world of freedom and progress which is dominated by a woman! Strange paradox! The Englishman is over-quick to sneer at woman's advancement in art, in literature, in scholarship, and general intellectual ability, and affects to despise what he cannot ignore; yet, all the while 'tis a woman that rules him, and to a woman alone he is compelled to lend the knee! Off goes his hat at sight of "The Queen"—cheerful break from his throat at the proclaimed words—"The Queen!"—both "knights and carls, and knaves and churls" bow their heads to "the Queen!"—and great nations not allied to us by love or kinship, are moved by a sense of compunction even in the midst of their most frenzied attacks of Anglophobia by a message or a visit from "the Queen!" And with all people and in all countries there seems to be only one Queen to whom the article "The" can be applied without further explanation. Other Queens are qualified in their estate by the descriptive pronoun "of"—as, for example, Queen of Italy, Queen of Roumania, Queen of Greece, Empress of Russia; but when "The Queen" is said everyone means England's Victoria. Of all queens the greatest, she is of all women the simplest, and herein gives matchless examples to her sex. Above the splendour of her position and entourage, she is pre-eminently woman in the sweetest and most womanly sense of the word—one who is gifted with quick fine sympathies, and who has the supreme and exquisite tact which is, or should be, inherent in every true and unselfish feminine nature, combined with perfect self-command, flawless purity, and a strong personal potency for good, which can only be compared to the sunlight—warming and generating the beauty of the earth without more announcement than is in the act of shining. Placed on the highest summit of this world's eminence, the gracious lady who claims our love and loyalty, is beyond all things, true to herself, and to her natural endowment of the fairest

virtues of her sex; for as chaste wife, faithful widow, and loving mother, she has no rival. Throned and crowned and sceptred "in the fierce light" of the whole world's constant observation, she yet remains as unaffected and sincere of soul as the most unsophisticated of her subjects, and is in very truth one with them in the ordinary round of their daily existence. Are we bereaved of our best beloved? So is the Queen. Have we lost friends or children? So has the Queen. Have we suffered from evil-speaking and mis-judgment? So has the Queen. And in our joys—is she not equally one with us there? Do we love a simple home life, surrounded by those who are dearest to us, and removed altogether from vulgar show and ostentation? So does the Queen. Do we find rest and pleasure in the natural beauty of the world, the perfume and colour of flowers, the songs of birds, the still grandeur of the mountains and the cool leafage of the woods? So does the Queen. Do we understand the winsome ways of little children, and take delight in making them happy? So does the Queen. Do we interest ourselves in the hopes of young people, and in the bridal happiness of lovers newly wedded? So does the Queen. In all such quiet, natural and innocent pleasures, the Queen is one with us—it is only in social vice and folly that she takes her part. Even in the humble homes of the poor and aged, and to the bedside of the sick and dying, we cannot go without feeling that the sympathy of the Queen accompanies us. In everything we do to relieve suffering and to create content.

Perhaps there was never a time more convincingly marked by the Queen's mother-love for her people than now, while the war in South Africa is still claiming the lives of many whom England can ill afford the loss. Her grief for the brave fellows who have fallen—her sympathy and care for the bereaved ones left to face their desolate lives alone—her interest in every detail of the campaign—her anxiety for every scrap of news from the front—her simple, womanly regret for the whole deadly quarrel—all this shows as plainly what a true and tender friend we have in our beloved monarch. And when we remember her great age, which she bears so cheerily and courageously, giving herself up without hesitation to whatever duties of state call her forth into public evidence, our reverence is mingled with wonder and admiration that she can and will do so much to endure herself still more to our hearts. Our soldiers might all be the sons of her blood, from the tenderness she expresses concerning them. They are "My poor soldiers!" with her—they are not mere food for powder and shot as they have often been considered by former sovereigns of the land. "My poor soldiers!" their wounds, their losses, their pains, their troubles, are hers too; she feels them with an acute sympathy, and her kind heart aches for Tommy's weariness, fever, excitement, and general irritation when he is "sent home inviolated" and comes to go out again. There is in her gentle, noble nature none of the coarse indifference to his fate suggested in the following verses:—

"What did you get to eat and drink,  
Johnnie, Johnnie?  
Standing water as thick as ink,  
Johnnie, my Johnnie, ah!  
A bit o' loaf that more than three year stored,  
A bit o' mutton as tough as a board,  
And a fowl we killed with a sergeant's sword,  
When the widow give the party."

"What did you do for knives and forks,  
Johnnie, Johnnie?  
We carries on with us wherever we walks,  
Johnnie, my Johnnie, ah!  
And some was sliced and some was halved,  
And some was cringed and some was carved,  
And some was gutted and some was starved,  
When the widow give the party."

This is scarcely the right spirit to foster between the Sovereign and her fighting men. When our warriors of old time shaped England's greatness, and laid down the lines of glory and honour for future generations to follow, they did not count up personal troubles or hardships—they never complained of long marches or scant fare—nor let it be well remembered—have they ever complained at all of any of their sufferings, not now, or at any time. They have never "beggared" the nation's charity—not now, or at any time. Two or three newspapers in want of "copy" may complain and beg for them—but they themselves have nothing to say but "one thing—Duty." They have never called themselves "beggars." If they once began to take this low estimate of their profession, the prestige of the army would soon be at an end. If they started grumbling at "barbarous war" or at their nations "when the widow gives the party," there would soon be seething rebellion, where there is now loyalty, devotion, and heroic indifference to merely physical inconvenience. But they know them, and their calling too well to do this. They know, each and every man of them, that there is no one who feels greater sympathy for them than the Queen they serve; and that when she thanks her brave men for brave deeds bravely done, her gratitude comes from the heart, and not from the lips alone. Her recent visits to the hospitals where her wounded soldiers lie have borne ample evidence to this. Her instincts are all those of sympathy, gentleness and love.

Whenever the Queen acts upon her own initiative, something good, something generous, something graceful, is the result. How much we may have to regret from outward interference with her inward wishes we shall perhaps never know, but this is very certain—that if her gracious Majesty had been able to do as her own fine feeling dictated, she would have gone to Ireland long ago. She would, without doubt, have visited it as often as she visited the French Riviera, and we may be quite sure that the Irish people would never have returned her kindness by insult as the French have done. For though we do not consider the low boulevard press as representing the voice of France, we should like to see a more general rising of warm protest among the French at the offence

perpetrated by one, or a few, of their countrymen against the Queen whose noble reputation, as well as whose revered age, should ensure her safety from this kind of coarse indignity. France has been famous in past annals for courage, chivalry, and honour to women—it is a pity she should allow these qualities to appear even for a time mythical or obsolete. There is no wit in sneering at the Queen; and it is only the lowest son-of-a-gun of the streets that would fling a stone at a woman. We hope, for the credit of our distinguished neighbour across Channel, that such unworthy attempts to attract notice may be put a stop to—but even if the scavengers of the French press continue to print their miserable scurrilities, it can only move such a nation as ours to wonder and compassion to think that France, beautiful, proud, artistic, glorious, admired France can sink so low.

One wonders, glancing back through the history of the triumphant reign of our great and good Sovereign, how things might have been if the Prince Consort had lived! If the Queen, instead of being driven by deep grief and heart-break, to retire into more or less privacy, had continually appeared at the head and front of society, taken enthusiastic part in all its different state of things to which exists at present. We dare surmise that the "professional beauty" would be unknown. We venture to think divorce would not be so common. And it is just possible that some of the aristocracy would be leading very different lives, and that so many of them would not be seen at Monte Carlo season after season, gambling away their reputations and virtues together. The Queen's steadfast, beautiful example of life would have been more faithfully followed by the majority than it is, and the entire into the Upper Ten would not have been given to the newest American or South African millionaire. To be presented at Court would have been really a distinctive sign of honour and high standing, not a mere form of social custom and usage in which flouting Vice rubs shoulders with modest Virtue. The atrocious vulgarity, slang, loud open licentiousness of the so-called "smart set" would never have disgraced our English breeding—in fact, it is extremely doubtful whether this "smart set" would have existed at all; or, if it had existed, it would not have been termed "smart," but rather the contrary. Even as matters now stand we all know that it is merely by the merest "dicks," or through the most cautiously contrived scheming, that every one of these same "smart" people reaches the Sovereign's actual presence at Windsor or at Osborne. It is by the merest accident, and that accident seldom occurs a second time. The personal friends of the Queen are men and women of upright and honourable life, and there is a very strong visible line of demarcation between her Majesty's guests and what is called "society." In London this line of demarcation is not so quickly and generally observable as it is in the provinces. London is a seething whirlpool of incessant excitement, incessant "rush," incessant competition; and perhaps one of the fiercest struggles going on in it to-day is the fight between honour and disgrace—whether to live well or live ill—whether to sell the soul to Mammon or keep it clean for God; and behind the great houses that "receive" the Playmen and Aspinalls of the stage, and those who pay servile worship to the speculator, there is very little to choose. "This is an age of democracy," said a lady of birth and position the other day. "I should have to receive my butcher as a gentleman if he made a 'boom' in South Africa." Such a statement as this requires no comment; but it is no doubt quite true. We demur, however, at the expression "have to receive." There is no compulsion. We do not "have to receive" any one against our own wish and will—and the line of demarcation before mentioned comes in much more forcibly with the country people than with those of the town. Of course there is that additive person "the country snob" who receives nobody but the wealthy. He or she is not by any means a gentleman or a lady. But the true country gentleman—the true country lady, is generally a very pleasing specimen of what a gentleman or a lady should be. Hospitable, kind-hearted, fond of home, helping their neighbours and taking interest in everything immediately about them, they give themselves no vulgar "airs," and are wonderfully uneducated in slang vocabulary. Yet they call a spade a spade, and if a Dicks misbehaves himself he is not considered a gentleman; if a Dicks is "rapid" she is distinctly given the cold shoulder. The line of demarcation is gently but firmly drawn. And so it chances that in retired parts of the country one often comes across women, both young and old, who are like what the women must have been in the early days of our good Queen's reign—simple, unaffected, sincere—kindly, venerable, dignified, with white hair and honourable wrinkles, who are not ashamed of their age—young girls in the freshness of girlhood who are pleased with the simplest trifles, and are not engaged from morning to night in man-hunting. These are such girls and women as our Queen loves; they are the upholders of her favourite virtues—modesty, gentleness, unselfishness, truth, and love. And to many of the more thoughtful among her Majesty's subjects the timely death of the Prince Consort is the only cloud upon the brightness of her glorious reign—not only because of the deep and irremediable grief it caused to the Queen, whom we all love and loyally obey, but also because it has deprived the social world of that closer influence and more constant guidance which from her would have been of more inestimable advantage not only to us but to all nations. However, despite the sorrows which have separated her in certain ways from the world of fashion and amusement, she remains the guiding light of every true thing in society—the model of women—the truest and grandest crowned figure in our history.

How warmly and heartily the Irish people appreciate the firm courage and womanly grace of her Majesty's visit to the "dishevelled" country need not here be emphasized. Those who are inclined to indulge in racking thoughts of the past, and to dwell on old injuries and bitterness, should try to feel and to realize that it is not their gentle and gracious Queen who has of her own will and wish appeared to neglect them. It should be remembered that she is a Constitutional Sovereign, and must generally do as her Ministers bid. Never has such an opportunity occurred for her boldly to take her own initiative as now, when the dauntless, high-spirited sons of Erin have fought and died for her cause. With that fine perception and instinctive tact inherent in her nature, the Queen has recognized that now or never must her children of the Emerald Isle learn that the mother love of her heart is as warm for them as it is for all her glorious household of nations, and that the loss of her Irish sons who have been stricken down in battle for her honour has caused her as much grief and as many tears as even they, in their passionate exigency of need and clamour for love, could demand. Great was the joy and pride of England on this last St. Patrick's Day, when the bright green flag emblazoned with the Harp of Erin floated beside the Royal standard from many a window in many a city and town—and willingly and with light hearts did we all do our best to obey our Queen-Mother's command, and wear the bright little shamrock on our breasts as a sign of affection, not only for our Sovereign but for our sister island, lovely Ireland, with its purple hills, deep green valleys, lakes and streams, has been for a long time like the "ugly duckling" of the fairy tale, but we must not forget that that much tormented bird, whom none of its brothers and sisters could understand on account of its "strange ways," turned out to be the fairest of the brood after all, and developed into the graceful beauty of the swan. With tenderness, with care, with affection where has been mistrust, with fraternity where there has been dispute, Erin will realise this transfiguration in herself, and mark the days on which her great Queen-Mother came to rest under her protection, as a golden time in her calendar. No brighter daughter of the home does Victoria possess than Erin—her face is one of the sweetest—her heart one of the staunchest. Poetry, romance, beauty, distinguish her; and when she sends her warriors out to fight there are few that can match them or resist them. Little need be said for the Irish women, whose standard for upright living and elasticity is the highest in the world, or for the sweet Irish girls with their bright eyes and dark tangles of hair, and lovely, laughing, animated faces. The Queen, in her good heart, cannot but rejoice to know of such fresh youth and beauty and unspoiled innocence, flourishing as the flowers flourish in this mossy dell-like corner of her Empire. The gallant Irish heroes who have fallen in the fight have not pushed in vain, if their memory brings the Queen closer to Irish hearts, and makes her one of them.

With the spring that is now breaking in upon us, we may hope that peace will come like the dove of the ark, flying across the troubled waters and bringing good news of rest. For the Queen's sake we pray that this may be; and that the clouds which have darkened our skies so threateningly may disperse in clear sunshine. We want all nations to understand that we desire brotherhood rather than enmity—love instead of hatred. We have been blessed abundantly with good things—and it will be impossible for future history to chronicle a more glorious age of advancement in good works and good feeling than that of Victoria, Queen and Empress. A universal charity has prevailed throughout the realm—poor have the poor had as much done for them—now have the sick been so carefully housed and tended, never has anyone with brain and skill and determination had better chances of fortune than now. And despite this fact previously alluded to, that there is no civilised country where woman's work meets with so much flippant ridicule from the casual man as in our own, the intellectual progress of woman under a woman's government has been steady and sure and triumphant. This fact alone is a distinctive mark of our Queen's great epoch. Woman is no longer forced to be a slave or a toy, depending upon the fancy or caprice of man, who, as her master, might of his own will elect either to defend or despise her as suited his own convenience. A thousand channels are open to her to earn an independent living, and day by day her value and usefulness as a worker rises higher in public estimation. This may or may not be due to the Queen's influence, or the consciousness that we all have, that our Sovereign, though the ruler of the most magnificent empire in existence, is still—only a woman! Whatever may be the cause the fact is there; and the intellectual capacity of women-workers in Great Britain is bound to reach a very high level, because so thorough-going and earnest, and not of the brilliant surface nature which makes our American sisters sparkle in their apparently clever conversation like pretty fireflies without depth. Everything has advanced and made for the better in Victoria's reign, and only one section of society persistently harks back to the worse morals and manners of Charles the Second's period. That, however, is a small section, and by the natural course of events, as also by the law of vice serving its own end of destruction, is gradually beginning to destroy itself. And when history writes the record of Victoria's long and brilliant reign, the small blots on society's escutcheon will vanish as though they had never been, and the persons who have made those blots will be "passed over" as unimportant items of ill-assorted fare in a full feast of plenty. And the glorious names and fame of this one Queen in England's history, who is truly the mother of her people, will shine like the sun in a cloudless sky. "Show me whether there be more to come than is past!" There cannot be more—there must be less. There must be "more past than is to come" in the

history of our Empire. We can scarcely expect to continue a march of such Imperial triumph for ever. It is well, therefore, that we should be humble as well as grateful, and at this time of day, devoutly prayerful. Let us entreat the Ordainer of all events for the Queen, that she may be spared to us even beyond the extreme limits of ordinary human life, seeing that we need her so much more than most kingdoms need their Sovereigns. There is no one so good as she is—so simple, so kind, so thoughtful of us all. Her little hand holds this great Empire in the gentle grasp of loving kindness. She is the bond of union between the Old World and the New. Her spirit is with her brave soldiers on the field of battle, and whenever she can, she takes her welcome presence to them when they are brought home wounded and disabled. She evinces a constant active interest in the work of foreign peoples despite foreign insult—she sends her greeting to the sons and daughters of her loyal Colonies with all the tenderness she truly feels—out to her dusky children of India and Afghanistan her benediction goes—and wherever her name is spoken it is received with veneration and homage. Unique in goodness, unique in power, unique in history, she is, by her great age and continued vigour, the crowning splendour of her splendid reign. No one like her has been the founder of new civilizations, the engenderer of great changes for good which have spread into wide and increasing action—no one like her has been beloved woman, wife and mother, as well as monarch of an Empire and friend of all—no one in her position has ever won so much love and so little enmity. She has experienced all the changes of our changing life; she has known joy and sorrow with us all; and as we note each fresh grace she does for us, how unwearingly and patiently she performs all duties which she thinks may give us pleasure, how she never forgets to do a kindness when she can (for when kindnesses are forgotten it is not she who forgets, but those whose place it is to remember)—how in spite of formal surroundings and court officialism she does somehow manage to get her own loving way sometimes, and make herself more familiarly known to us as now, when she gives a full measure of joy to Ireland—can we say too much of her, or think too much of her, or pray too much for her? "God save the Queen" is no mere formula: it is something more than the refrain of a national song. It is the prayer of a mighty people, a people of various climes and colours and creeds, all differing in opinion, but all banded together in one great family of union and defence under the one mother whose love has never failed us and never will, our own Victoria, the greatest Queen in the world!

## BUSINESS NOTICES.

## NOTICE OF REMOVAL.

THE OFFICES OF THE  
HONGKONG DAILY PRESS,  
CHUNG NGOI SAN PO,  
CHRONICLE & DIRECTORY,  
have this day been removed to  
5, PRAYA CENTRAL.  
Entrances East Lane, recently Messrs.  
Ward & Co.'s Office, behind Messrs. Shawan  
Tomes & Co.'s premises.  
Hongkong, 1st May, 1900.

## NOTICE OF REMOVAL.

THE HONGKONG TIMBER YARD  
(established in 1852), has this day been  
removed from No. 65, Praya East, Marine  
Lot 102, to Island Lot 1, 505, BOWEN  
CANAL, near the Leighton Hill Road Bridge,  
and opposite the Lee Sun Sing Road.  
L. MAILLORY.  
Hongkong, 1st May 1900.

## NOTICE OF REMOVAL.

I HAVE This Day REMOVED my Re-  
sidence from No. 65, Praya East, to No. 7,  
LEIGHTON HILL ROAD.  
L. MAILLORY.  
Hongkong, 18th May, 1900.

## WANTED.

WITH possession about the latter part of  
June next, a FIRST FLOOR in  
QUEEN'S ROAD CENTRAL, or vicinity, with 4  
to 6 Rooms, for a Dwelling.  
Care of Hongkong Daily Press.  
Hongkong, 18th May, 1900.

WANTED, by a Gentleman, a COMFOR-  
TABLY FURNISHED ROOM,  
without board, within easy distance of Clock  
Tower. Give location and particulars.  
Address—  
T.H.  
Care of Office of Daily Press.  
Hongkong, 23rd May, 1900.

## MITSUI BUSSAN KAISHA

No. 6, ICE HOUSE STREET, PRAYA CENTRAL.  
Head Office—TOKYO.  
Branch Office—LONDON, NEW YORK, BOM-  
BAY, SINGAPORE, SHANGHAI, TIENT-  
SIN, NEWCHANG, and all Ports in  
JAPAN.

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Kanada Coal Mines,  
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Yoshinohata Coal Mines,  
Onomaru Coal Mines,  
No. 1. Onomaru Coal Mines,  
Ichimura Coal Mines,  
Kishima Coal Mines,  
Yoshio Coal Mines,  
Yamano Coal Mines,  
Maruoka Coal Mines,  
The Osaka Shosen Kaisha, Limited,  
Tokio Marine Insurance Co., Limited,  
Meiji Fire Insurance Co., Limited,  
Kansai Cotton Spinning Mills,  
Shanghai Cotton Spinning Mills,  
Tokio Cotton Spinning Mills,  
Mitsui Cotton Spinning Mills,  
Onoda Cement Company,  
Imperial Government Paper Mills,  
MITSUI BUSSAN KAISHA.  
M. FUJISE,  
Manager.  
Hongkong, 19th August, 1899.

## BUSINESS NOTICES

房藥館芝廣  
KWONG CHI KOON  
DISPENSARY.街欄藥坊省東廣  
CHEONG LAN STREET, CANTON.子甲水歲年參同濟大  
創開年四拾陸百捌千壹英大

ESTABLISHED 1864.

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Trade Mark  
KWONG CHI KOON  
DISPENSARY.

CHEONG LAN STREET, CANTON.

ESTABLISHED 1864.

油意如 UNRIVALLED U. I. YAU  
or "AS YOU WISH OIL."  
Prices at \$1.00 per bottle.  
0.50 per bottle.  
0.25 per bottle.

散開通 TUNG KWAN SAN, or "Army  
Medical Powder," 50 cents per bottle.

散打跌 TIT TA SAN, or "Falling and  
Bruising Medical Powder." Price at  
50 cents per bottle. Made from the best  
selected medicine to be used for the above  
Oil and Powder.

散及油造製泡藥好選棟

KWONG CHI KOON is one of the largest  
Native Drug shops in Canton, employing  
about 300 men. "The Proprietor, Mr. U. Yau  
Ting," is a man of great energy and business  
capacity, and is also very benevolent, giving  
away thousands of dollars worth of medicine in  
charity, usually with an eye to the main ob-  
ject. He has many testimonials as to the  
efficacy of his medicines from officers, scholars  
and business men. Like the Chinese generally  
he has great faith in medicine and is desirous of  
extending his business to foreign countries,  
giving people of western lands the benefit of his  
medicines.

He has submitted to me the formulae of some  
of his preparations for examination, giving full  
explanation as to the medical qualities of the  
ingredient. I have found the Tung Kwan San  
or Army Medical Powder and the Tit Ta San  
or Falling and Bruising Medical Powder com-  
posed of Musk, Barva, Camphor, Rhubarb, two  
kinds of gum, with red oxide of mercury and  
yellow sulphide of arsenic, animal and vegetable  
chamomile, which are known in western pharmacy.  
Besides this it contains gold leaf, tigers and  
dragons bones, shavings of antelope and rhinoceros  
horns, which I have shown him that chemical  
science proves to be inert, he proposes to omit  
from the medicine prepared for foreign use.  
This medicine is to be chiefly used in a stea-  
m-bath, as is put up in small metal bottles by  
which it can be injected into the nostrils.  
The small amount of oxide of mercury and  
sulphide of arsenic will not be dangerous used  
in this way.

(Signed) J. G. KERR,  
Canton Hospital.

Directions are given according to the Chinese  
method of using the medicines.  
The nature of the oil is very mild, but its  
action is exceedingly good, possessing very  
definitely curative effects in both internal and  
external diseases. As it is an invaluable medi-  
cine it should be kept on hand ready for use by  
all persons, whether at home or abroad.

For external use rub the oil on the temples,  
forehead between the eyebrows, back of the  
neck and nape, on the chest and back, on the  
abdomen or wherever the pain or soreness is  
located. It must be rubbed on for 5 minutes. For  
toothache put a little in the tooth on cotton  
and rub on the gums. The oil has beneficial  
effects in headache, fainting, colds, sore throat,  
stomachache, colic, pains, rheumatism, am-  
blyopia of the limbs, pain in the back, cramp,  
local swelling and inflammation, influenza,  
diarrhoea, toothache, pains in the head and con-  
vulsions after childbirth, prickly heat, boils,  
and mosquito bites.

Internally the dose is five drops in a little  
water, and it is to be repeated every two or  
three hours, at the same time using it exter-  
nally.

The proprietor of the Kwong Chi Koon  
Drug Store of Canton has placed in my hands  
for examination a number of his preparations  
with the receipt for each.  
His "U. I. YAU" or "As you wish Oil" has a  
wide circulation and is very much used. It is  
composed of aromatic and stimulant herbs and  
barks, most of which are well known in our  
pharmacopoeia, together with pinguin (a costly  
kind of camphor) bishops wort, otto root, with  
two or three other less known articles, but none  
of the objectionable substances which enter  
into many Chinese medicines. It is one of  
the combinations which has real merit and  
it is not strange that it has attained so wide a  
reputation for the relief of maladies for which  
it is recommended.

(Signed) Doctor J. G. KERR,

Canton Hospital.

China.

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Hongkong, 5th May, 1900.

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Hongkong, 3rd May, 1899.

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## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	DEPT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via PORT OF CALL	COROMANDEL	Brit. str.	---	P. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 26th inst. at Noon.
LONDON via SUZUKANAL	PATROCLUS	Brit. str.	---	Dickens	BUTTERFIELD & SWIRE	On 26th inst.
LONDON via SUZUKANAL	AGAMEMNON	Brit. str.	---	Wick	BUTTERFIELD & SWIRE	On 26th inst.
LONDON via SUZUKANAL	ANTERON	Brit. str.	---	M. H. F. Jackson	BUTTERFIELD & SWIRE	On 26th inst.
LONDON	JAPAN	Brit. str.	---	G. K. Wright, R.N.R.	P. & O. S. N. Co.	On 26th inst.
LONDON	BRILLANT	Brit. str.	---	Kroble	GIBB, LIVINGSTON & CO.	On 26th inst.
LIVERPOOL DIRECT VIA SUZUKANAL	IPOMENEUS	Brit. str.	---	Riley	BUTTERFIELD & SWIRE	On 26th inst.
BREMEN, VIA PORTS OF CALL	HAMBURG	Ger. str.	---	P. Lunschloss	MELCHERS & CO.	On 26th inst.
MARSEILLES, &c. via PORTS OF CALL	SALAZAR	Fren. str.	---	Negro	MELCHERS & CO.	On 26th inst.
MARSEILLES, HAVRE & COPENHAGEN, via H'KONG	MALAYA	Dan. str.	---	P. L. Sommer	NIPPON YUSEN KAISHA	On 26th inst.
MARSEILLES, &c. via STRAITS, &c.	MAKATA MARU	Ger. str.	---	Fuchs	CARLWITZ & CO.	On 26th inst.
HAVRE & HAMBURG	SARMA	Ger. str.	---	Schmidt	CARLWITZ & CO.	On 26th inst.
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NEW YORK via SUZUKANAL	DRUMMOND	Brit. str.	---	Ostermann	CARLWITZ & CO.	On 26th inst.
NEW YORK via SUZUKANAL	ARMENIA	Ger. str.	---	A. Jackson	DODWELL & CO. LIMITED	On 26th inst.
VICTORIA, B.C. & TACOMA	EMERALD	Brit. str.	---	E. Archibald, R.N.R.	CANADIAN PACIFIC R.R. CO.	On 26th inst.
VICTORIA, B.C. & TACOMA	EMERALD	Brit. str.	---	W. S. Thomson	DODWELL & CO. LIMITED	On 26th inst.
PORLAND, OREGON, &c.	CITY OF RIO DE JANEIRO	Brit. str.	---	---	PACIFIC MAIL S. S. CO.	On 26th inst.
SAN FRANCISCO via SHANGHAI, &c.	CORTIC	Brit. str.	---	---	---	On 26th inst.
SAN FRANCISCO via SHANGHAI, &c.	NIPPON MARU	Jap. str.	---	E. W. Haswell	BUTTERFIELD & SWIRE	On 26th inst.
SAN FRANCISCO via SHANGHAI, &c.	STRATHMORE	Brit. str.	---	St. John George	GIBB, LIVINGSTON & CO.	On 26th inst.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	---	C. G. Talbot, R.N.R.	P. & O. S. N. Co.	On 26th inst.
YOKOHAMA, &c. via SHANGHAI & KORE	ARLIE	Brit. str.	---	J. Thom	NIPPON YUSEN KAISHA	On 26th inst.
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NAGASAKI & SHIMONOSEKI	PUTAMU MARU	Jap. str.	---	Sommerville	P. & O. S. N. Co.	On 26th inst.
SHANGHAI	KANGU	Brit. str.	---	I. Gato	BUTTERFIELD & SWIRE	On 26th inst.
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MANILA, ILOILO & CEBU	YUENSANG	Jap. str.	---	Belle	NIPPON YUSEN KAISHA	On 26th inst.
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HONGKONG, via SINGAPORE & COLOMBO	MIKE MARU	Jap. str.	---	S. Kawazuro	NIPPON YUSEN KAISHA	On 26th inst.

## SHIPPING.

**ARRIVALS.**  
 May 22, TAIWAN MARU, Japanese str., 1,432.  
 H. Mikami, Miji 16th May, Coas.  
 Mitsui Bussan KAISHA.  
 May 23, ROSETTA, British str., 2,039, C. G. Talbot, U.N.R., Yokohama 16th May, Mails and General.—P. & O. S. N. Co.  
 May 23, TAIWANG, British str., 1,995, W. E. Sams, Canton 22nd May, General.—JARDINE, MATHESON & CO.  
 May 23, FORMOSA, British str., 674, J. Douglas, Tamsui and Amoy 21st May, General.—DOUGLAS LAFRAIK & CO.  
 May 24, KUMHANG, British str., 2,078, G. Payne, Singapore 17th May, General.—JARDINE, MATHESON & CO.  
 May 23, KAMAKURA MARU, Japanese steamer, 3,976, H. Petersen, Singapore 17th May, General.—NIPPON YUSEN KAISHA.  
 May 23, FUSHUN, Chinese steamer, 1,304, W. H. Lund, Canton 22nd May, General.—CHINESE.  
 May 23, HAITAN, British str., 1,193, J. S. Roach, Foochow, Amoy and Swatow 22nd May, General.—DOUGLAS LAFRAIK & CO.  
 May 23, HOHIO, French str., 507, Gerard, Fukui and Hoihow 22nd May, General.—A. R. MARY.  
 May 23, TAIYU, Norwegian str., 710, Dahl, Newchwang 16th May, General.—E. A. TRADING CO.  
 May 23, APREHABE, German str., 611, A. Bendixen, Hongkong 16th May and Hoihow 22nd, General.—JENSEN & CO.  
 May 23, DEUTIA, CANAL steamer, 704, Chris Hansen, Choo 16th May, General.—SANDER, WILHELM & CO.  
 May 23, PUTAMU MARU, Japanese str., 2,800, Hilleca, Manila 21st May, General.—NIPPON YUSEN KAISHA.  
 May 23, KALONG, British str., 1,024, Ponsfather, Hoihow 16th May, General.—BUTTERFIELD & SWIRE.  
 May 24, MIKE MARU, Japanese str., 2,080, S. Kawazuro, Miji 18th May, General.—NIPPON YUSEN KAISHA.

**CLEARANCES.**  
 At the HARBOR MASTER'S OFFICE.  
 23d May.  
 Maria Jensen, German str., for Amoy.  
 Hutton, British str., for Java.  
 China, German str., for Singapore.  
 Hoihow, French str., for Hoihow.  
 Yuenwang, British str., for Manila.  
 Yoko Maru, Japanese str., for Choo.  
 Kanihara Maru, Japanese str., for Yokohama.  
 Decimo, German str., for Canton.

**DEPARTURES.**  
 May 23, AMBRIA, German str., for Yokohama.  
 May 23, DORIS, British str., for San Francisco.  
 May 23, LOONOSIA, British str., for Manila.  
 May 23, BALTIMORE, Am. str., for Singapore.  
 May 23, TAIWANG, British str., for Amoy.  
 May 23, TRYM, Norwegian str., for Canton.  
 May 23, KALONG, British str., for Canton.  
 May 23, QUARTA, German str., for Hongkong.

**VESSELS IN DOCK.**  
 At the KOWLOON DOCK.—Taiwan, U.S.S. Monterey, U.S.S. Smith, Hutton.  
 At the COROMANDEL DOCK.—Independent, Derwange.

**SHIPPING REPORTS.**  
 The British steamer *Kumang*, from Singapore 17th May, had light variable winds and fine weather.  
 The British steamer *Formosa*, from Tamsui, Amoy and Swatow 22nd May, had moderate northerly wind and sea, fine clear weather to Amoy. From Amoy to Breaker Point fresh S.W. wind and moderate sea and hazy weather with occasional rain. From Breaker Point to port moderate S.W. wind and sea and fine, pleasant weather. Steamer in Amoy—*Widang*, *Taiwan*, *Yuenwang*, *Peckit* and *Suehuan*.  
 The British steamer *Haitan*, from Foochow, Amoy and Swatow 22nd May, had moderate S.W. to N.W. breeze and sea, cloudy with occasional rain showers to Amoy. From Amoy to Swatow light S.W. to W. breeze, smooth sea, cloudy with occasional light rain. From Swatow to port moderate S.W. wind and sea, fine and clear. Vessels in Amoy—*Wichang*, *Nerechany*, *Peckit* and *Charterhouse*. In Swatow—*Wohu*, *Chilli* and *Dagmar*.

**VESSELS PASSED ANJER.**  
 May 4, British ship, *Genista*, Hoorn, Jan. 22, from New York for Shanghai.  
 May 4, German bark, *Helios*, Ostermann, Jan. 18, from Hamburg for Vladivostok.  
 May 4, French bark, *Epidan*, Petit, Dec. 18, from Cardiff for Hongkong.  
 May 5, Dutch ship, *Jupiter*, Iccander, Jan. 7, from Hamburg for Fuzhou.  
 May 6, British str., *Junna*, Sanders, April 1, from London for Batavia.  
 May 7, Am. bark, *Gerard C. Toboy*, Shurdof, Jan. 14, from New York for Yokohama.  
 May 9, Dutch str., *Goed*, Le Clercq, May 9, from Batavia for Rotterdam.

## VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

**FOR SWATOW.**  
 Captain Hodgins, will be despatched for the above Port TO-DAY, the 24th inst., at 10 A.M.  
 For Freight or Passage, apply to  
 DOUGLAS LAFRAIK & CO.,  
 General Managers.  
 Hongkong, 22nd May, 1900. [1553]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

**FOR MANILA.**  
 Captain Raffe, will be despatched as above TO-DAY, the 24th inst., at 3 P.M.  
 This steamer has superior accommodation for First Class Passengers and carries a doctor.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & CO.,  
 General Managers.  
 Hongkong, 23rd May, 1900. [1554]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT, VIA SUEZ

**THE COMPANY'S STEAMSHIP**  
 Captain Riley, will be despatched as above TO-DAY, the 24th inst.  
 For Freight, apply to  
 BUTTERFIELD & SWIRE,  
 Agents.  
 Hongkong, 26th April, 1900. [1105]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

**FOR MANILA, ILOILO AND CEBU.**  
 Captain A. Ramsay, will be despatched as above TO-MORROW, 25th inst., at 4 P.M.  
 This steamer has superior accommodation for Passengers and is fitted with the Electric Light.  
 A doctor is carried.  
 For Freight or Passage, apply to  
 SHEWAN TOMES & CO.,  
 General Managers.  
 Hongkong, 21st May, 1900. [1545]

NIPPON YUSEN KAISHA.

**FOR MANILA.**  
 The Company's Steamship  
 "KASUGA MARU"  
 (3,800 tons gross, Captain E. W. Haswell) will be despatched for the above port TO-MORROW, the 25th inst., at 4 P.M.  
 This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.  
 Return tickets issued by this Company are available for return by steamers of the other Lines.  
 For Freight or Passage, apply to  
 A. S. MIHARA,  
 Manager.  
 Hongkong, 17th May, 1900. [1509]

FOR SINGAPORE, PENANG AND CALCUTTA.

**THE STEAMSHIP**  
 "LIGHTNING."  
 Captain J. G. Spence, will be despatched for the above ports on SATURDAY, the 26th inst., at Noon.  
 For Freight or Passage, apply to  
 DAVID SASSOON, SONS & CO.,  
 Agents.  
 Hongkong, 22nd May, 1900. [1523]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANESE.

**THE COMPANY'S STEAMSHIP**  
 "MAIDZURU MARU."  
 Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 27th inst., at DAYLIGHT.  
 For Freight or Passage, apply to  
 THE MITSUI BUSSAN KAISHA,  
 Agents.  
 Hongkong, 21st May, 1900. [15]

## IMPERIAL GERMAN MAIL LINE.

NORDDDEUTSCHER LLOYD, HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;  
 ALSO  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.  
 PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	WEDNESDAY	SAILING DATES
HAMBURG (Hamburg-Amerika Linie)	THURSDAY	14th June
SACHSEN	THURSDAY	28th June
OLDENBURG	THURSDAY	12th July
BAYERN	THURSDAY	26th July
STUTTGART	THURSDAY	9th August
KONIG ALBERT	THURSDAY	23rd August
WEIMAR	THURSDAY	6th September
PRINZ HEINRICH	THURSDAY	20th September
PREUSSEN	THURSDAY	3rd October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	17th October
SACHSEN	WEDNESDAY	31st October
OLDENBURG	WEDNESDAY	14th November
BAYERN	WEDNESDAY	28th November
STUTTGART	WEDNESDAY	

ON WEDNESDAY, the 30th day of May, 1900, at NOON, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINIE, Captain Lunschloss with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
 Shipping Orders will be granted till NOON on MONDAY, the 28th inst. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 29th inst., and Parcels will be received at agency's Office until NOON on TUESDAY, the 29th inst.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2 and Parcels should not exceed Two Feet Cubic in Measurement.  
 The Steamer has splendid accommodation and carries a Doctor and Stewardess.  
 Linen can be washed on board.

NORDDDEUTSCHER LLOYD.

MELCHERS &amp; CO., AGENTS.

Hongkong, 17th May, 1900.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA, OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.  
 FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
GOODWIN	4,421	A. Jackson	June 2	ARGYLL	2,907	W. S. Thomson	June 30
GLENGYLE	3,750	W. Frakes	July 1	ST. LAWRENCE	2,374	J. Kennedy	Aug. 4
QUEEN ADLAIDE	2,832	F. McNair	July 25	BRADSHAW	3,801	W. Watt	Aug. 25
DVNE OF JESU	3,821	J. S. Cox	July 28				

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.  
 Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.  
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.  
 HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent; two trans-continental Transients from Tacoma; Dining Car is attached to trans-continental trains day and night; SMOKE to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone NATIONAL PARK route.

HONGKONG TO VICTORIA, YACOMA, OR PORTLAND, £28.  
 The best route to the Klamath, GOLD FIELDS, FREQUENT SAILINGS FROM VICTORIA, TACOMA and PORTLAND to DYER, and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, £65 10s 0d.  
 This rate covers the ocean voyage to Tacoma or Portland and back, Railway from Tacoma or Portland to Livingston and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, Stage Coach transportation, Chamber to Mammoth Hot Springs, Norris, Fortuna and Upper Geyser Basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotel.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 31st August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park.

These tickets can be made within three months.  
 Rates of Passage to other Ports on application.  
 A Special rate allowed to members of Government Service.  
 For further information as to Passage or Freight, apply to  
 DODWELL & CO. LIMITED,  
 General Agents.

Hongkong, 24th May, 1900. [10]

## VESSELS ON THE BERTH

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000-Tons—10,000 Horse-Power—Speed 10 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R. WEDNESDAY, 6th June, 1900  
 EMPRESS OF INDIA, Comdr. O.P. Marshall, R.N.R. WEDNESDAY, 27th June, 1900  
 EMPRESS OF JAPAN, Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th July, 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c. apply to  
 D. E. BROWN, General Agent,  
 Pedder Street.

Hongkong, 5th April, 1900. [9]

## NORDDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

(FREIGHT SERVICE). (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)  
 PROPOSED SAILINGS FROM HONGKONG.  
 SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
"SARMA" (Havre & Hamburg)	London with transshipment in Hamburg	6th June } Freight and Passage.
"SAMBIA" (Havre & Hamburg)	London with transshipment in Hamburg	About 26th June } Freight.
"ARMENIA" (New York)	London with transshipment in Hamburg	About 29th June } Freight.
"FRIEBURG" (Havre & Hamburg)	London with transshipment in Hamburg	About 6th July } Freight.
"WITTENBERG" (Havre & Hamburg)	London with transshipment in Hamburg	About 17th July } Freight.

\* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.  
 For further particulars as to Freight, Passage, &c. apply to  
 CARLWITZ & CO.,  
 AGENTS.

HAMBURG-AMERIKA LINIE. NORDDDEUTSCHER LLOYD.  
 OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 23rd May, 1900. [13]

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
MIKE MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 25th May, at Noon.
KASUGA MARU	THURSDAY ISLAND, TOWNS, VILLE & BRISBANE, SYDNEY and MELBOURNE, via MANILA	FRIDAY, 25th May, at 4 P.M.
PUTAMU MARU	NAGASAKI, KOBE and YOKO	SATURDAY, 26th May, at Noon.
HAKATA MARU	MARSEILLES, LONDON and ANTWERP, via STRAITS	FRIDAY, 1st June, at DAYLIGHT.
F. L. Sommer	COLOMBO & PORT SAID	

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c. apply at the Company's Local Branch Office at Prince's Building, First Floor, Canton Road.  
 A. S. MIHARA,  
 Manager.

Hongkong, 9th May, 1900. [13]

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR. STEAMERS TO SALE ON. REMARKS.

FOR	STEAMERS	TO SALE ON	REMARKS
LONDON	JAPAN	May 24th	Freight or Passage.
LONDON, &c.	COROMANDEL	May 26th	See Special Advertisement.
YOKOHAMA via NA- GASAKI & KOBE	ROSETTA	About 26th May	Freight or Passage. (Passing through the Inland Sea).
SHANGHAI	CLYDE	About 26th May	Freight or Passage.

For Further Particulars, apply to  
 A. M. MARSHALL, Acting Superintendent.

Hongkong, 27th March, 1900. [11]

## PORT ARTHUR.

## GRÜNBERG &amp; REILLY.

STEVEDORES, SHIPPING &amp; COMMISSION AGENTS.

(STEVEDORES TO THE SEA-GOING STEAMSHIP SERVICE OF THE CHINESE EASTERN RAILWAY COMPANY.)

Telegraphic Address "REILLY."

[144]



# Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,171 號十柒百壹千叁萬壹一第 日陸十式月四年六十二緒光 HONGKONG, THURSDAY, MAY 24th, 1900. 肆拜禮 號肆十式月五年百九千壹英港香 PRICE \$2½ PER MONTH.

New Advertisements will be found on page 4.

## INSURANCE.

**STANDARD LIFE ASSURANCE CO.**  
POLICIES UNCHALLENGEABLE.  
Policies are unchallengeable after two years duration, on any ground connected with this original documents, if age has been proved.  
Forms of Proposal and all particulars may be obtained from  
**DODWELL & CO. LIMITED,**  
Agents.  
Hongkong, 9th November, 1899. [2-1394]

## CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong for over half a century.

Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central.

## JOHN WALKER & SONS'

FAMOUS  
**KILMARNOCK WHISKY.**

This World-renowned,  
Fine Old Highland Whiskies is shipped by  
**CUTLER, PALMER & CO.,** and  
is obtainable in Hongkong of  
G. C. ANDERSON,  
No. 13, Praya Central.  
Hongkong, 26th July, 1893. [43]

## NAPHER JOHNSTONE'S

**SQUARE BOTTLE WHISKY**

The sale of this good Scotch Whisky increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for—  
**LANE, CRAWFORD & CO.**  
Hongkong.

**CUTLER, PALMER & CO.'S**  
Price \$10.75 PER DOZEN  
Net

Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
**SIEMSEN & CO. Hongkong.** [42]

**GREEN ISLAND CEMENT COMPANY,**

**PORTLAND CEMENT.**  
\$4.50 per Cask of 37½ lbs. net ex Factory.  
\$2.50 per Bag of 250 lbs. net ex Factory.

**SHEWAN TOMES & CO.,**  
General Managers.  
Hongkong, 9th February, 1890. [28063]

**VICTORIA CYCLE EMPORIUM.**

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fitting of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Examining a specialty.  
**MCKIRDY & CO.,**  
43 & 45A, QUEEN'S ROAD EAST.  
Hongkong, 3rd November, 1899. [42461]

**HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.**

**TIME TABLE.**

**WEEK DAYS.**  
7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes.  
9.30 a.m. to 10.45 a.m. Every quarter of an hour  
11.30 a.m. to 3.30 p.m. Every quarter of an hour  
3.30 p.m. to 6.30 p.m. Every quarter of an hour  
6.30 p.m. to 8.00 p.m. Every ten minutes  
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.  
**SATURDAYS.**  
Extra Night cars at 11.30 and 11.45 p.m.  
**SUNDAYS.**  
8.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.00 a.m. Every ten minutes.  
Noon to 2 p.m. Every quarter of an hour  
2.45 p.m. to 8 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.  
**SPECIAL CARS** by arrangement at the Company's Office, 35 & 40, Queen's Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 1st May 1899. [41038]

**HOTELS.**

**VICTORIA HOTEL, SHAMSHEN-CANTON.**

THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now affords splendid Accommodation for 40 to 50 Visitors.

The Bed Rooms are airy and comfortably furnished, and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists.

Excellent Cuisine and best Wines.  
The Hotel's Boat-boards all Steamers on their arrival and departure.  
Telegraph address "Victoria, Canton."  
A. B. C. and the Hotel's Code used.  
**MADAR & FARMER, T. F. DE CRUZ,**  
Proprietors.  
Hongkong, 19th November, 1899. [4]

## PEERLESS SCOTS WHISKIES.

**HAIG & HAIG, LD., DISTILLERS SINCE 1679.**  
3 Star, SPECIAL—The finest of all "Fog" WHISKIES at \$13.00  
5 Star, LIQUEUR—Exquisite best in the World for Club or Private use at \$18.00  
Stop drinking rank, Smoky Stuff, because "it comes through the Soda."  
Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavoured.  
Once tried, preferred to all others. Sole Agents for Hongkong.  
**F. BLACKHEAD & Co.**

CLARETS.

	1 doz.	2 doz.	4 doz.
VIN ORDINAIRE	8 4.00	16 4.50	32 7.50
MEDOC	4.00	5.00	8.00
St. EMILION	5.50	6.00	9.00
MARGAUX	6.00	6.50	9.50
St. JULIEN	6.50	7.00	10.50
St. ESTEPHE	8.00	9.00	12.00
Ch. LEOVILLE	11.00	12.00	15.00
Ch. LAROSE	11.00	12.00	15.00
CALIFORNIA	4.50	5.00	8.00
ZINFANDEL	5.00	5.50	8.50

An allowance of SEVENTY FIVE cents per dozen is made for quarter bottles when returned to our Godown. Special rates are given when any of the above are purchased by the Hogshead.

**H. PRICE & CO.,**  
12, QUEEN'S ROAD.

## COTTAM & CO.

FOR  
THE LATEST IN SCARVES, GOLF CAPS, &c., &c.  
ALSO  
LEATHER TRUNKS AND  
DRESS SUIT CASES, &c., &c.

## CHAMPAGNES.

**PAUL DOMMER & CO. (FIRST QUALITY).**  
**PAUL DOMMER & CO. (GOLD MARQUE).**  
**C. H. DARGONNE & CO.**  
**IRROY & CO. CARTE D'OR.**  
**LANSON PERE ET FILS.**  
**PIPER HEIDSIECK, GOLD FOIL.**  
**GIESLER & CO.**  
**KRUG & CO. PRIVATE CUVÉE.**  
**BOLLINGER & CO. EXTRA QUALITY.**  
**LOUIS RODERER, GRAND VIN SEC.**  
**POMMEY AND GRENO.**  
IN MAGNUMS, QUARTS & PINTS.  
**CALDBECK, MACGREGOR & Co.,**  
Sole Agents,  
HONGKONG AND CHINA. [34c]

## PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.  
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES.  
DEVELOPING AND PRINTING UNDERTAKEN.  
**A. CHEE & Co.,**  
17A, QUEEN'S ROAD, HONGKONG. [380]

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
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## The Daily Press.

HONGKONG, May 24th, 1900.

A SERIES of interesting articles has been appearing in the *North China Daily News* on "Szechuan Revisited" by Mr. ARCHIBALD LITTLE. The province has been gradually changing from the state in which previous travellers found it and in the near future the changes promise to be still more remarkable. "Szechuan," says the writer, "nolonger seems the remote country it was when I first visited it seventeen years ago and, although 'the British sphere' is a pure chimera, yet the number of British interests in the province are rapidly increasing from day to day. The communication with Shanghai by steam, now shortly to become an accomplished fact, is anxiously looked forward to by foreigners and Chinese alike, and a great further development of the various resources of this exceptional province must surely follow." The capital, Chengtu, is "beginning to acquire the life of a treaty port, dinner and tea-parties being the order of the day, Mr. LITTLE observes; while foreigners, both men and women, move about the streets not only unmolested, but even unnoticed. In Chengtu the traveller found, besides numerous missionaries, Mr. PARRICHARD MORGAN's party, who were there in connection with the mining concessions in the province. Mr. BIGHAM, of H. M. Legation at Peking, and engineers and surveyors of the Yunnan Company. The Chinese officials were on very good terms with the missions, and altogether the foreigners were exceptionally well situated. The town itself, though most of the buildings are poor and low, is described as spacious and fresh for a Chinese town. Mr. LITTLE did not arrive at Chengtu entirely unmolested, however, for

at Chaochiatu—built between two streams which lower down unite into the Ts River, a tributary of the Yangtze—he only escaped a riot by his men telling the inhabitants that he had come to build them a railway! The idea of the railway, indeed, seems to be popular in Szechuan. This is not to be wondered at when the state of the roads is taken into consideration. The great undertaking of 1900, the Ichang-Chungking road, which should have made the journey between the two towns a matter of twelve days (instead of, as now, by junk, in winter of twenty-five and in summer of sixty days) remains to this day an attempt, mainly owing to the inaction of the Hupeh Viceroy. The Szechuan action, though devoid of all Chinese roads, was a creditable piece of work and cost the provincial treasury a million taels. But it has been allowed to decay and the agriculturists have encroached on it everywhere. "Thus," comments Mr. LITTLE, "the great 'Szechuan highway,' opened with such a 'flourish' of trumpets and innumerable 'deeply-engraved rock inscriptions in the 'highest literary style, is to-day dead, 'after a short ten years' life and is 'now literally buried. Such is China!'" Mr. LITTLE had a full experience of the badness of the roads, for he had the misfortune to meet with a week of wet cold weather in the second stage of his journey, from Wanhsien, on the Yangtze, to Chengtu, and he describes the path as frequently a mere mound, of red clay mud with loose paving-stones embedded here and there.

This lack of roads makes portage very expensive, of course, and hence, though fairly good bituminous coal can be mined a day's journey from Wanhsien and can be sold at Fenshui at one cash per catty, the market price at Wanhsien is five cash per catty! As to the mining of the coal obtained in the mountain ranges further along the road traversed by Mr. LITTLE from Wanhsien to Chengtu, the whole description is worth quotation, but for considerations of space we refrain. However, it may be noted that there appears to be no actual property in the mines and any one is free to start working them. The manner of working is primitive and the miners are often little better than slaves. The coal fetches at the pit's mouth 60 cash a catty, less than three shillings a ton. As the supply seems plentiful, the opening of the district should make a wonderful difference to the province.

With regard to other industries, Mr. LITTLE notes the great recent increase in opium-growing in the 600 miles between Ichang and Chengtu. The farmer, as he says, having through want of roads no market beyond his immediate neighbourhood, naturally favours a product so easy to transport and so readily salable as opium. The effect of cheap opium on the inhabitants themselves is deplorable, but disreputable as they look they do not appear to be really poor. Two days' journey from Shunking is a salt district, where the salt is so plentiful that when prepared it costs about 4d. per lb.—20 cash a catty. Of the other means of communication than roads now existing between Szechuan and the outside world, the river Yangtze, Mr. LITTLE says: "In one respect the stretch of river 500 miles above 'Chungking' affords a marked contrast to the 500 miles below Chungking. In this stretch, although still a 'rapid stream, the river follows the valleys 'in a natural way and runs parallel with 'the stratification; hence 'there are no cross 'reefs athwart the current, though reefs 'attended by whirlpools, dangerous to ill-'found craft, occur, it is not a vicious river 'as is the stretch below.' And yet, as we saw the other day, the *Woodcock* and *Wood-lark* successfully surmounted the difficulties of the passage up to Chungking. There seems therefore every reason to hope that the maiden voyage of the *Pioneer* to Ichang, which was to begin yesterday, may be the first start of a regular means of communication between the coast and a province where most undoubtedly great natural resources are only awaiting development.

Among the departures for home by the *Japan* to-day are the paid off crews of H.M.S. *Whiting* and *Pama*.

At the Magistrate's yesterday several persons were charged with keeping brothels in certain prohibited streets at West Point. Mr. Francis, Q.C., appeared for the defendants and raised various objections, which were, however, overruled. Ultimately Mr. Gomperts made an order giving the defendants until August 1st in which to vacate their premises.

His Honour T. Sercombe Smith sat until nine o'clock at the Supreme Court on Monday night for the purpose of finishing the hearing of the armed robbery case at Causeway Bay, six men and one woman being charged with (1) robbery being armed; (2) receiving stolen goods. The jury found the fifth and sixth prisoners guilty on both the counts, and they were sentenced to seven years' imprisonment with hard labour, and to receive 20 strokes with the birch rod during the first week of their imprisonment. The first, second, third and fourth prisoners were found guilty on the second count only and sentenced to two years' hard labour. The woman was discharged.

The French Mail of the 25th April was delivered in London on the 22nd inst.

Mr. J. Patrick, assistant Inspector of Schools, Penak, died in Penang Hospital, recently.

In the 24 hours preceding noon of the 23rd instant there were reported seven fresh cases of plague and eleven deaths.

A Seoul telegram states that Mr. Gubbins, the newly appointed British Minister to Corea, arrived at the Korean capital on Sunday, the 13th instant.

The Secretary of State has made his consent to the formation of a Singapore Rifle Corps conditional to its not interfering with the recruiting for the Singapore Volunteer Artillery.

It is notified in the *Gazette* that the Commissioner of Customs at Shanghai telegraphed yesterday to Acting Commissioner E. V. Brennan that the ports of Macao, Kobe and Osaka are declared infected.

To-day being a public holiday in commemoration of the eighty-first birthday of H.M. the Queen, there will be no issue of the *Hongkong Daily Press* on Friday, but it will be issued on Saturday as usual.

It is reported that the greater part of the Russian Asiatic Squadron is now lying at Port Arthur. These vessels are expected to proceed northward before the end of next month, to spend the summer at Vladivostok.

A despatch from the Secretary of State was laid before the Singapore Legislative Council on the 15th inst., expressing the opinion that the Governor of the Straits Settlements should be paid a salary equivalent to £5,000 sterling in future.

The *Kobe Herald* says: It is reported that the Hongkong and Shanghai Bank is now considering the establishment of a branch at Seoul, and was investigating last month the commercial relations of the Korean capital with Chemulpo through two delegates sent for the express purpose.

The minor Government servants in Singapore have their grievances about the cost of living, and it is reported that they are about to appeal to the Secretary of State, seeking alleviation in the form of an increase in compensation. A non-Government man writes to the *Strait Times*, complaining that it is not only on Government servants that the hardship of increased prices falls.

Captain Min, Commander of the Japanese battleship *Asahi*, telegraphed from Portsmouth to the Japanese Government on the 15th that the battleship was docked there on the 14th inst. No special damage to her bottom was found and she is expected to come out of dock in a fortnight. The necessary preparations for the voyage out will be commenced then and the ship will leave England toward the middle of June.

The surferous veins, rumoured for more than two centuries to exist in Siberia, seem at last to have been found. At least, the *Tagblatt* hears from St. Petersburg that the Englishmen who were authorised to prospect for gold near the eastern coast of Siberia, on the shores of the Sea of Okhotsk, have discovered immensely rich strata, described as a second Klondike. A Colonel Osborne is said to have gone to St. Petersburg to ask for a concession for exploiting the goldfield. The Russian Government, however, seems disinclined to grant any concession to foreigners.

It is stated by the Japanese paper *Chinjo* that Baron Kodama, Governor-General of Formosa, and Mr. Goto, Chief of the Civil Government Department, have interested themselves greatly in the problem of spreading Japanese influence in Fukien. By giving substantial aid to schools, fostering the establishment of a newspaper, promoting the organisation of a agricultural station, and encouraging navigation, they have succeeded in winning much public approval, so that the people of Fukien have come to regard Japan as a most desirable neighbour, and are showing a disposition to take her for a model in everything. There are traces of the enthusiastic panman in this paragraph, says the *Japan Mail*, but we may assume that it contains some grains of truth. And yet a writer in *Harper's Weekly* in an article entitled "Japan's Failure in Corea" hints that Fukien should ultimately, in event of China's break up, fall to the United States, as Japan has shown her incompetence to govern such a province.

## TO-DAY'S PARADE.

The proceeding at to-day's parade in honour of the Queen's birthday will be as follows:—At 5 p.m., the Royal Welsh Fusiliers will troop the colours. The Royal Navy and the Hongkong Regiment will be formed up on the flanks. At 5.30 p.m. there will be a march past in column, then mass, then in line of Quarter Columns. They will then form up in line of Quarter Columns on former alignment and advance in Review Order. Then will follow the Royal Salute, and the termination is "Three Cheers for the Queen." As will be seen from the notice which appears elsewhere the Grand Stand, private stands and compound in the Happy Valley will be thrown open to the public desirous of witnessing the parade this evening.

The *Matin* thus gives its opinion of one Little Englander.—"This Stead, who has nothing but words to offer when his country is being beaten; who writes prefaces to books by the Secretary of the State with whom his country is at war; troubles me somewhat—makes me think, and I believe that, were I English, I would select him."

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## THE WAR.

London, 22nd May, 9.35 p.m.

## THE WAR—FURTHER DETAILS OF MAFEKING.

Lt.-Col. Mahon confirms the news of the relief of Mafeking. Previously there was five hours' fighting nine miles to the south of the town.

A DISASTER NEAR VRYHEID.  
General Buller reports that a party of Major Bethune's Mounted Infantry have been ambushed near Vryheid and that very few escaped. The casualties amount to 66 in number.

BRITISH RIGHTS AT MASAMPO.  
Mr. Brodrick, replying to a question by Mr. Yerburgh in the House of Commons, stated that at Masampo no exclusive right had been granted to Russia by Corea. The papers are disappointed at the ministerial attitude.

## REUTER'S SERVICE.

LONDON, 21st May.

## THE RELIEF OF MAFEKING.—CAPTURE OF THE BOER FORCE AND GUNS.

The *Daily News* correspondent at Lourenço Marques, 20th inst., wires that the British, on the 17th inst., captured the entire Boer force round Mafeking, including guns.

THE ADVANCE IN THE FREE STATE.  
The British have occupied Klarksdorp unopposed.

LONDON, 21st May.

## THE RELIEF OF MAFEKING.

Mr. A. Milner wires to Mr. Chamberlain that Mafeking was relieved on the 17th inst. by a composite force of about 2,300 under Col. Mahon.

PROMOTION OF BADEN-POWELL.  
The Queen has promoted Major Baden-Powell to the rank of Major-General. General Buller is pushing up the railway with supplies for the Mafeking garrison. The sick and wounded will be removed to Kimberley.

GREAT BRITAIN, RUSSIA AND COREA.  
Mr. St. John Brodrick, replying to a question in the House of Commons, said that the rights of British subjects at Masampo would not be limited by the Russo-Corean agreement.

THE COMMONWEALTH BILL.  
Mr. Chamberlain said that an agreement had been reached with the Australian delegates by which the Imperial appeal would be fully maintained in every case where other than Australian interests were concerned.

## SANITARY BOARD.

A Meeting of the Sanitary Board will be held on Friday, 25th May, at 4.15 p.m.

ORDERS OF THE DAY.  
1.—Letter from Dr. Harston relative to Lino-washing.  
2.—Opening of the Branch Plague Hospital at Kennedytown.  
3.—Preliminary Report by the Medical Officer of Health on Overcrowding.  
4.—Further reply, of May 15th, 1900, relative to the removal of the urinal at the Western end of the Cricket Ground.  
5.—Chapter IV. of the Report of the Indian Plague Commission which deals with Anti-Plague Insulations.  
6.—Letter relative to Babonic Plague in Manila.  
7.—Report relative to the destruction of rats.  
8.—Mr. Edward Osborne, pursuant to notice, will move—  
That the Sanitary Board are (unanimously) of opinion that an Assistant Medical Officer of Health is urgently needed, as the duties and responsibilities of the Department are more than one Medical man can be reasonably expected to undertake.

G. A. WOODCOCK.  
Acting Secretary.  
AGENDA.  
1.—Four applications for exemption from constructing backyards to existing houses.  
2.—Application for exemption from "House to house visitation."  
3.—Further return of the progress of Babonic Plague in Taiwan, Formosa.  
4.—Further statement of the progress of Babonic Plague in Bombay City.  
5.—Result of the analysis of a sample Milk taken from the Wo Hop Dairy.  
6.—Fortnightly lino-washing return.  
7.—Mortality Statistics for the weeks ended 5th and 12th May, 1900.  
8.—Mortality Returns from Macao for the weeks ended 6th and 13th May, 1900.  
9.—Sixteen applications for licences to keep swine.

## INDIAN FAMINE RELIEF FUND.

The Honorary Treasurer (Mr. E. T. Wright) begs to acknowledge with thanks receipt of the following contributions to the above Fund.  
Further contributions will be thankfully received.

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Hongkong-Singapore Battalion, R.A. 154  
Sergeants and Batt. R.W. Fusiliers 79  
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Second Presbyterian Church, Canton 22  
Ladies' Seminary 540  
Second Presbyterian Church, Canton 71  
Other members 31  
Third Presbyterian Church, Canton 18  
Additional True Light, Sanitary 10  
Additional Second Church, Canton 3  
Young Kong Church and Mission 30  
A.B. 30  
K. Edulji Vaid 3  
D. H. Vamsani 2

\$36,912.17

## SUPREME COURT.

23rd May.

## IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, Kt., C.M.G. (CHIEF JUSTICE), AND HIS HONOUR T. SERCOMBE SMITH (ACTING PRINCIPAL JUDGE).

## THE SHELL-COLLECTING CASE—CHAU KWAI CHU AND LAI KOK TSUN V. WONG SHING.

This case the plaintiffs as issues from Her Majesty the Queen of a certain piece or parcel of land covered by the sea on the eastern shore of the island of Lantau, in the colony of Hongkong, claimed from the defendant the sum of \$100 as damages for the wrongful acts of the defendant in trespassing upon the said premises and taking therefrom certain shells and corals, the property of the plaintiffs and the plaintiffs also claimed the costs of suit.

The petition said—(1) The plaintiff are members of a firm called the Lee Hing and carry on business within this colony and its dependencies as gatherers of corals and shells for the purposes of agriculture and the manufacture of manure. (2) The defendant is the owner and master of a junk registered at the Harbour Office at Victoria, in this colony as No. 126 S.H. (3) By an agreement dated the 20th day of December, 1899, the Crown agreed to lease to the defendant a piece of ground covered by the sea and registered in the Land Office at Victoria as Lantau Marine Lot No. 3, for a term of five years from the 31st of October, 1899, at an annual rent of \$300. One of the conditions of the said agreement was that the plaintiff should not use the said premises for the purpose only of searching for and obtaining corals or shells from the bed of the sea. (4) That on the 12th January, 1900, the defendant trespassed upon the said premises, taking therefrom certain coral and shells, the property of the plaintiffs, converting the same to his own use and wrongfully depriving the plaintiffs of the possession thereof. The plaintiffs further pray (1) that the defendant may be ordered to pay them the sum of \$100 as damages for the said trespass and conversion. (2) That the defendant may be ordered to pay them their costs of suit. (3) That the plaintiffs may have such other relief as to this Honorable Court shall seem fit.

In his answer the defendant admitted paragraphs 1, 2, and 3 of the petition, and the answer continued—(4) This is a condition of the agreement dated the 20th of December, 1899, in paragraph 3 of the petition referred to, that the plaintiff use the premises thereby agreed to be demised so as not to interfere with fishing and navigation. (5) The said premises are situate beneath the waters of the open sea, and the defendant as a member of the general public has a prescriptive right of taking therefrom in a lawful and accustomed manner fish and all other natural products of the sea. (6) From a time extending to the limits of living memory, Chinese fishermen have without let or hindrance, and in exercise of their lawful rights, taken by dredging the natural products of the sea as well as from the said premises as from the adjacent and surrounding waters and the land beneath such waters. (7) The said premises are situate within the district leased to Her Majesty the Queen by His Majesty the Emperor of China by and subject to the conditions contained in the Convention dated the 9th day of June, 1898. (8) It is a term of the said Convention that there shall be no appropriation of the inhabitants of the said district. (9) The defendant is an inhabitant of Sai Koi Tsui, situate within the said district, and has a right to take the natural products of the sea including shells and corals from the said premises. (10) The defendant denies that on the 12th January, 1900, he entered on the said premises and took therefrom corals or shells as is alleged in the petition or at all, but says that if he did enter the said premises, which he denies that he entered thereon while engaged in fishing for shell fish by dredging in a lawful and accustomed manner, and that he took only shell fish obtained by such dredging together with other substances within the limits of living memory, together with the shell fish for which he was seeking. (11) The defendant denies that he trespassed on the said premises, or that the shells and coral on the said premises are the property of the plaintiffs, and says that by reason of the matters hereinafter set forth he has the right to enter on the said premises and to take therefrom coral and shells, which are natural products of the sea, or alternatively that he has the right to enter on the said premises and to dredge for shell fish thereon in an accustomed manner, and to take and convert to his own use whatever natural products of the sea his dredge may bring up.

Mr. E. H. Sharp, (instructed by Messrs. Dacon and Hastings) appeared for the plaintiffs, and Mr. M. W. Slade (instructed by Messrs. Wilkinson and Grist) appeared for the defendant.

The Chief Justice—Have you gentlemen made any arrangements as to the course of the case, so to speak?

Mr. Sharp said they had tried to arrange mutual admissions of fact, but though he did not suppose his friend had been wrong at all in the course he had taken; at the same time he asked them to admit facts they had no knowledge of. For instance, he asked them to admit that the defendant was an inhabitant of a certain place. They knew nothing about the defendant. He might be an inhabitant of a certain place or he might not. He was quite prepared to make certain admissions of fact, because he thought his friend and himself felt that this was an argument of law and very slightly an argument of fact. His own impression was that it was not at all an argument of fact. He believed his friend would not entirely agree with him there, but they were quite prepared to make all admissions which their Lordships thought they should make, but they could not admit what they did not know anything about.

The Chief Justice—Perhaps the most convenient course would be to prove the facts and have the general argument afterwards.

Mr. Slade said that with reference to proving that the man was an inhabitant of a certain place, as soon as his friend said he did not know of course he did not require any admission on the subject. He was perfectly prepared to assume it. The only question which was between them was whether or not they would admit that the defendant, or rather Chinese fishermen generally, had fished in these waters as far back as living memory extended.

The Chief Justice said that if there was no agreement between counsel they had better go on. He understood that the facts would be taken and then the Court would be addressed on the facts and the law together.

Mr. Slade said the facts would take a very short time. There was no dispute between them. He could not understand how they could not come to an agreement.

Mr. Sharp said that this was a matter of ancient war between these itinerant poachers and the lessees, and it would be impossible for him to admit that "without let or hindrance" these men had done this.

The Chief Justice—Very well; go on with your case.

Mr. Sharp said he thought he need not open this case at any length at all. The facts upon which the plaintiffs relied were no doubt almost within the knowledge of their Lordships. As their Lordships were aware, a convention was entered into between Her Majesty the Queen and the Emperor of China in the year 1898 for an extension of the colony of Hongkong. No doubt certain terms and expressions used in that convention would have to be settled, and the nature of the tenure which the Crown had in respect of the property within the area of the extension. Within the area added to the colony of Hongkong by the convention of 1898 were sundry coral and shell beds, as they were called. The material seemed to be rather dead shells than corals. He thought he would be able to satisfy their Lordships that many of these coral and shell beds within the limits of what was called the New Territory had before the acquisition of the New Territory by Great Britain been granted under lease or concession by the Chinese authorities to Chinese subjects. He did not suppose that all had, probably only the most valuable. He thought he should be able to satisfy their Lordships that an ancient custom, going back as far as living memory, had waged between these itinerant dredgers, or poachers, and the concessionaires of these shell beds. Such of these shell beds which had not been leased from the Chinese authorities were regarded as open ground by these itinerant dredgers, and the result of their work. On the 14th October last, near a lease of a shell bed known as marine lot No. 1, off Lantau Island, was granted to some people, one of whom was called Lai Kan. This lease was similar to the one before their Lordships that day. The granting of this lease in October last was followed by an outcry and a protest from the itinerant dredgers, one of whom was defended by his friend that day, who claimed a prescriptive right to gather these corals and shells and that the Government were precluded from granting any lease. This protest and petition were considered by the Government. Enquiry was made, and the result of that enquiry was to ascertain that the concessionaire of this particular shell bed was able to sell his lime more cheaply than other people.

Mr. Slade said his learned friend's address was very interesting, but as far as he had gone he did not know that he had said one word which was strictly evidence in the case.

Mr. Sharp—I am going to call evidence.

Mr. Slade—I shall object.

The Chief Justice said it did not strictly relate to the case but might help to a clearer understanding.

Mr. Sharp, continuing, said that as the result of the enquiry these petitions were dismissed, and thereupon the plaintiffs applied to the Government for a lease for marine lot No. 2, which lay alongside marine lot No. 1, and a lease was granted upon similar terms and for a similar period as the other lease on the 20th December. The granting of this lease was followed by the petting of the dredgers, who gave evidence, in consequence of complaints made by lessees of marine lot No. 1. The result was that on the 12th January this year, the defendant was arrested in his junk in the act of dredging for this material within the area of the lease.

Inspector Kemp deposed that on the 12th January the crews of five junks were brought to the Water Police Station at Tsai Tsai Tsui charged with dredging for coral in a prescribed area south of Lantau Island. The masters of the junks were charged separately with larceny of varying quantities of coral. They were all called out and the case came up at the Police Court the following day.

In reply to Mr. Slade, the witness said the men were brought to the Water Police Station by Sergeant Kerr. The coral was cleared out of the junks and placed in the Police Yard. When the case was dismissed at the Police Court the owners of the junks got the coral back, except a sample which was kept back.

The Chief Justice—What became of the cases in the Police Court?

Inspector Kemp—Dismissed, your Lordship. Sergeant Kerr gave evidence as to the arrest of the junk-owners except dredging. He said that he asked them if they knew they required permission to gather shells and they said no.

Mr. Slade, in consequence of certain questions being put to the witness, said he was prepared to admit. That the stuff got up in the locality in question was practically all dead shells. They were not dredging for food but for manure.

Mr. Sharp said that that would simplify his evidence, because in the pleadings the point was raised as to fishing for live fish.

Chau Kwai Chu, one of the plaintiffs and since deposed 20th last year a member of the Li Hing firm, gave evidence. He said he was a boy in his employ as patrol, and gave evidence.

Mr. Bruce Shepherd, deputy land officer, and in charge of the Land Office, was asked by Mr. Sharp whether any claims had been made in respect of leases from the Chinese authorities in regard to coral or shell beds like the lease in dispute.

Mr. Slade said he objected to the question on the ground that it was perfectly irrelevant, if these claims did not refer to this particular piece of land.

The objection was over-ruled.

Mr. Shepherd then answered that several had been made in respect of grants of fishing rights, including the right to gather shells. The difference between the grant of the Chinese authorities and the grant in question was that the Chinese grant included the right of fishing while the present grant of the Hongkong Government excluded the right of fishing. These claims had been supported by documentary evidence. He produced a lease in Chinese and said he had also proclamations issued by the Chinese Government as to these matters.

The Chief Justice—There ought to be some more direct proof. We should have someone conversant with Chinese law.

On being asked by the court if these claims had been recognised and registered by the British Government, Mr. Shepherd replied—We have not recognised any claim until the constitution of the Naval Court.

The Chief Justice—All that has been done has been to note these claims without recognising their validity.

Mr. Shepherd—We recognise their validity by taken their rents, subject to their proving their title to the satisfaction of the Land Court. We do not mind who pays the rent.

Mr. Slade—If anybody wants to pay the rent the Land Court takes the Treasury takes it on the production of a certificate from the Land Office, which is based upon such enquiries as they are able to make.

Mr. Slade said he did not seriously deny that his client was on marine lot No. 2, scraping up stuff of this kind—all it could be proved they would get from the bottom of the sea. But he said he was entitled to do it, and his title to do it rested upon long and undisturbed doing of the same thing by Chinese fisher



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CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

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RAILROAD CO.

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AND SAN FRANCISCO,  
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TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.

THE UNITED STATES  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "STRATHGYLE" will be  
despatched for SAN FRANCISCO  
and SAN DIEGO via KOBÉ, YOKO-  
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24th May.

Through Bills of Lading issued to any point  
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Cargo will be received on board until 5 p.m.  
the day previous to sailing. Parcel Packages  
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sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.

For further information as to Freight or  
Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, China and Japan.  
Hongkong, 18th May, 1900. [14]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AND AMERICAN PORTS.

THE Steamship  
"COROMANDEL"

Captain F. W. Wilson, carrying Her  
Majesty's Mail, will be despatched from this  
for Bombay on SATURDAY, the 26th May,  
1900, at Noon, taking passengers and cargo for  
the above ports.

Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Bombay into a steamer proceed-  
ing direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Bombay with transshipment.

Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents and  
value of all packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's Bills  
of Lading.

For further particulars, apply to  
**A. M. MARSHALL,**  
Acting Superintendent.  
Hongkong, 14th May, 1900. [1]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship.

"PATROCLOS,"  
Captain Dickens, will be despatched as above on  
TUESDAY, the 29th May.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 20th April, 1900. [1219]

THE OSAKI SHOSHEN KAISHA,  
LIMITED.

FOR SWATOW, AMOY, AND  
TAIWANFOO.

THE Company's Steamship.

"ANPING MARU,"  
Captain I. Sato, will be despatched for the  
above ports on WEDNESDAY, the 30th inst.,  
at DAYLIGHT.

For Freight or Passage, apply to  
**THE MITSUBI BUSSAN KAISHA,**  
Agents.  
Hongkong, 16th May, 1900. [1443]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
Calling at PORT DARWIN and QUEENSLAND  
Ports, and taking through Cargo to  
ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"AIRLIE,"

Captain St. John George, will be despatched  
for the above ports on THURSDAY, the 31st  
inst., at 4 p.m.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with  
the Electric Light.

A Stewardess and a duly qualified Surgeon  
are carried.

N.B.—Return Tickets issued by this Com-  
pany to and from Australia are available for  
return by the steamer of the China Navigation  
Company and vice versa.

For Freight or passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 9th May, 1900. [1497]

## VESSELS ON THE BERTH

## TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA  
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
NIPPON MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea, Yo-  
kohama, and Honolulu)

Thursday, May 31,  
1900, at Noon.

AMERICA MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea, Yo-  
kohama, and Honolulu)

Tuesday, June 26,  
1900, at Noon.

HONGKONG MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea, Yo-  
kohama, and Honolulu)

Saturday, July 21,  
1900, at Noon.

THE Steamship "NIPPON MARU" will  
be despatched for SAN FRANCISCO  
via SHANGHAI, NAGASAKI, KOBÉ,  
INLAND SEA, YOKOHAMA, and HONO-  
LULU on THURSDAY, the 31st May, 1900,  
at Noon, taking Freight and Passengers for  
Japan, the United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
\$4 in addition to the regular tariff rate.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials and their families.

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portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by this  
Company's and connecting Steamers.

Freight will be received on board until 4 p.m.  
the day previous to sailing. Parcel Packages  
will be received at the Office until 5 p.m. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to passage and  
Freight, apply to the Agency of this Company,  
Queen's Building.

**C. L. GORHAM,**  
Acting Agent.  
Hongkong, 10th May, 1900. [5]

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMB, PONDICHERRY, MA-  
DRAS, CALCUTTA, DJIBOUTI,  
EGYPT, MARSEILLES, MEDITER-  
RANEAN AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX,  
PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 4th June, 1900, at  
1 p.m. the Company's Steamship  
"SALAZIE," Captain Nègre, with Mail  
Passengers, Specie and Cargo, will leave  
this port for MARSEILLES via ports of call,  
WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for Lon-  
don as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till Noon.  
Cargo will be received on board until 4 p.m.  
Specie and Parcels until 3 p.m. on the 3rd  
June. (Parcels are not to be sent on board;  
they must be left at the Agency's Office). Con-  
tents and Value of Packages are required.

For further Particulars, apply at the Com-  
pany's Office.

**G. DE CHAMPEAUX,**  
Agent.  
Hongkong, 24th May, 1900. [2]

## FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
"DRUMMOND"

will be despatched for the above port on or  
about the 10th June.

For Freight, apply to  
**DODWELL & CO., Ld.,**  
Agents.  
Hongkong, 9th May, 1900. [1406]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship.

"AGAMEMNON,"  
Captain Nish, will be despatched as above on  
TUESDAY, the 12th June.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 4th May, 1900. [1359]

UNITED STATES AND CHINA JAPAN  
STEAMSHIP LINE.

(HAMBURG-AMERICA LINE—HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.  
THE full-powered Steamship.

"ARMENIA,"  
Captain Ostermann, will be despatched for the  
above port on or about 29th June.

For Freight, apply to  
**ARNHOLD, KARBURG & CO.,**  
Agents.  
Yangtze Trading Company.  
Hongkong, 15th May, 1900. [1475]

## VESSELS ON THE BERTH

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
CITY OF RIO DE JANEIRO  
(via Shanghai, Nagasaki,  
Kobe, Inland Sea, Yo-  
kohama, and Honolulu)

Saturday, June 9,  
at Noon.

CITY OF PEKING (via  
Shanghai, Nagasaki, Kobe,  
Inland Sea, Yokohama,  
and Honolulu)

Thursday, July 5,  
at Noon.

CHINA (via Shang-  
hai, Nagasaki, Kobe,  
Inland Sea, Yokohama,  
and Honolulu)

Tuesday, July 31,  
at Noon.

THE Company's Steamship "CITY OF  
RIO DE JANEIRO" will be despatched  
for SAN FRANCISCO via SHANGHAI,  
NAGASAKI, KOBÉ, INLAND SEA, YO-  
KOHAMA and HONOLULU, on SATUR-  
DAY, the 9th June, at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of overland Rail  
routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
\$4 in addition to the regular tariff rate.

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on application.

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Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials and their families.

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portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by this  
Company's and connecting Steamers.

Freight will be received on board until 4 p.m.  
the day previous to sailing. Parcel Packages  
will be received at the Office until 5 p.m. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

**C. L. GORHAM,**  
Acting Agent.  
Hongkong, 10th May, 1900. [3]

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES.

MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE, VIA THE  
OVERLAND RAILWAYS AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
COPTIC (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama,  
and Honolulu)

Tuesday, June 16,  
at Noon.

GASTIC (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama,  
and Honolulu)

Saturday, July 14,  
at Noon.

DOBIC (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama,  
and Honolulu)

Tuesday, Aug. 7,  
at Noon.

THE Company's Steamship "COPTIC"  
will be despatched for SAN FRAN-  
CISCO via SHANGHAI, NAGASAKI,  
KOBÉ, INLAND SEA, YOKOHAMA, and  
HONOLULU on TUESDAY, the 16th June,  
1900, at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN and call at HONO-  
LULU, and passengers are allowed to break  
their journey at any point en route.

Through Passenger Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of Steamers and to the principal cities of  
the United States or Canada. Rates and par-  
ticulars of the various Routes may be obtained  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials and their families.

Passengers who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or  
vice versa) within one year, will be allowed dis-  
count of 10 per cent. This allowance does not  
apply to freight from China and Japan to  
Europe.

All Parcel Packages should be marked to  
address in full, and same to be received at the  
Company's Office until FIVE P.M. the day pre-  
vious to sailing.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage apply to the Agency of the Company,  
Queen's Building.

**C. L. GORHAM,**  
Acting Agent.  
Hongkong, 2nd May, 1900. [4]

## VESSELS ON THE BERTH

THE RUSSIAN EAST ASIATIC  
COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND  
COPENHAGEN, VIA BANGKOK.

THE Company's Steamship  
"MALAYA,"

Captain Paul, will be despatched as above  
about MONDAY, the 4th June, at Noon.  
For Freight or Passage, apply to  
**MELCHERS & CO.,**  
Agents.

Hongkong, 10th May, 1900. [1530]

## BEN LINE OF STEAMERS.

FOR LONDON.  
THE Steamship  
"BENLARI,"

Captain Krohn, will be despatched as above on  
or about SATURDAY, the 9th June.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 10th May, 1900. [1513]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship.

"ANTENOR,"  
Captain M. H. F. Jackson, will be despatched  
as above on TUESDAY, the 26th June.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 19th May, 1900. [1517]

## NATAL LINE OF STEAMERS.

THE Undersecretary GENERAL AGENTS  
in China and Japan for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-  
CHINA STEAM NAVIGATION CO.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,  
apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

## NOTICE TO CONSIGNEES.

HERBEE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship  
"ROYALIST,"

Captain Tierney, having arrived from the above  
ports, Consignees of Cargo are hereby informed  
that their goods are being landed at their risk  
into the Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, at Kowloon,  
and stored at Consignees' risk and expense.

No claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 25th instant will be sub-  
ject to sale.

All broken, chafed and damaged goods are to  
be left in the Godowns, where they will be ex-  
amined on the 29th instant, at 11.30 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 23rd May, 1900. [1524]

## STEAMSHIP "INDUS."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and  
Havre, &c., to Hongkong and Shanghai, in  
connection with above Steamer are hereby in-  
formed that their goods with the exception of  
Opium, Treasure and Valuables are being landed  
and stored at their risks into the Godowns of  
the Hongkong Kowloon Wharf and Godown  
Co., Limited, at Kowloon, where delivery may  
be obtained immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before SATURDAY, the 19th instant, at Noon,  
requesting it to be landed here.

Bills of Lading will be countersigned by the  
Undersecretary General Agents of the Hongkong  
and Kowloon Wharf and Godown Company, at  
SATURDAY, the 26th instant, at Noon, will  
be subject to rent and landing charges.

All claims must be sent in to me on or before  
the 26th instant, or they will not be recognized.

All damaged packages will be examined on  
FRIDAY, the 25th inst., at 3 p.m.

No Fire Insurance has been effected.

**G. DE CHAMPEAUX,**  
Agents.  
Hongkong, 19th May, 1900. [2]

FOR KANGBANG, PENANG, AND  
SINGAPORE.

THE H.A.L. Steamship  
"AMBERIA,"

Captain Burneister, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersecretary and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 3 P.M.  
TO-DAY.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignees' risk and expense.

No claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after 25th instant will be subject to  
sale.

All broken, chafed and damaged goods are to  
be left in the Godowns, where they will be ex-  
amined on the 29th inst. at 3 p.m.

No Fire Insurance has been effected.

**SIEMSEN & CO.,**  
Agents.  
Hongkong, 21st May, 1900. [1547]

FOR SALE.

**CHAS. HEIDSIECK'S**  
CHAMPAGNE, 1893 WHITE SEAL.  
\$38.00 per case of 1 dozen quarts  
\$40.00 per case of 2 dozen pints.  
**E. D. KRESSMANN & CO.'S**  
REIMS AND WHITE  
BORDEAUX WINES.  
**O. G. HIBBERT AND CO.'S**  
BOTTLED ALE & STOUT  
**SIEMSEN & CO.**  
Hongkong, 5th May, 1899. [40]

HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS, &amp;c.

**PAUL BREWITT,**  
2, Zetland Street, Auctioneer, Appraiser  
and Commission Agent.

**HUGHES & HUGH,**  
Auctioneers to the Government, and Share  
and General Brokers, corner 1st House  
Street and Praya Central.

**GEO. P. LAMBERT,**  
Auctioneer, Valuer and Goods Broker,  
Paddell Street.

**V. I. REMEDIOS,**  
Auctioneer, Appraiser and Agent,  
9, Queen's Road Central.

## BOARD AND LODGING

**STAG HOTEL,**  
148 and 150, Queen's Road Central.  
Comfortable and Cheap.

**THE**



